

Appl. No. : 10/786,887
Filed : February 24, 2004

IN THE CLAIMS:

Please cancel Claim 25 without prejudice or disclaimer.

Please amend Claims 22, 23, and 26 as follows:

1.-18. (Canceled)

19. (Previously Presented) A watercraft comprising a hull, an engine supported by the hull, the engine comprising an engine body defining at least first and second combustion chambers therein, at least first and second induction passages extending from the first and second combustion chambers, respectively, at least first and second throttle valves disposed in the first and second induction passages, respectively, each of the throttle valves comprising a throttle valve shaft, the throttle valve shafts being aligned and connected to each other in an end to end relationship, an air intake chamber communicating with the induction passages, and an electric motor configured to rotate the throttle valve shafts, the electric motor being disposed within the air intake chamber.

20. (Previously Presented) The watercraft according to Claim 19, wherein the electric motor is disposed within the air intake chamber so as to be protected from water splashing within the hull.

21. (Previously Presented) The watercraft according to Claim 19 additionally comprising a jet propulsion unit supported by the hull and driven by the engine.

22. (Currently Amended) The watercraft according to Claim 19 additionally comprising a throttle lever disposed in a ~~Riders~~ ~~rider's~~ area defined by the ~~hull~~ ~~hull~~ and positioned so as to be operable by an operator of the watercraft, the electric motor being configured to position the throttle valves in accordance with a position of the throttle lever.

23. (Currently Amended) The watercraft according to Claim 22 additionally comprising an electronic controller connected to the throttle lever and the electric motor, the electronic controller being configured to, ~~and a first mode in a first mode~~, to open the throttle valves in accordance with a first generally proportional relationship to the position of the throttle lever, and in a second mode, open the throttle valves in accordance with a second generally proportional relationship to the position of the throttle lever.

24. (Previously Presented) The watercraft according to Claim 19, wherein the electric motor drives the throttle valve shafts at one end thereof.

25. (Canceled)

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26. (Currently Amended) A watercraft comprising a hull, an engine supported by the hull, the engine comprising an engine body defining at least one combustion chamber therein, an air induction system configured to guide air to the combustion chamber, the induction system including at least one induction passage extending from the combustion chamber, at least one throttle valve disposed in the induction passage, an air intake chamber communicating with the induction passage, and an electric motor configured to rotate the throttle valves~~valve~~ shafts, the electric motor being disposed within the air intake chamber.

27. (Previously Presented) The watercraft according to Claim 26 additionally comprising an air filter disposed in the induction system, the electric motor being disposed in the induction system downstream, and the direction of airflow through the induction system, from the air filter.

28. (Previously Presented) The watercraft according to Claim 27, wherein the air filter includes a water repellent element.

29. (Previously Presented) The watercraft according to Claim 26, wherein the air intake chamber is configured to protect the electric motor from water.